

April 3, 2003

The Honorable Jeffrey Runge, M.D.
Administrator
National Highway Traffic Safety Administration
Docket Management, Room PL-401
400 Seventh Street, S.W.
Washington, D.C. 20590

Re: Final Rule Regarding Reporting of Information and Documents About Potential Defects: Retention of Records That Could Indicate Defects (67 Fed. Reg. 45824, July 10, 2002) Docket No. NHTSA 2001-8677, Notice 3; and

Re: Request for Public Comment on Proposed Collection of Information (67 Fed. Reg. 42843, June 25, 2002) Docket No. NHTSA 2001-8677, Notice 2

**SUPPLEMENT TO PETITION FOR RECONSIDERATION SUBMITTED BY
THE RECREATION VEHICLE INDUSTRY ASSOCIATION**

Dear Dr. Runge:

The Recreation Vehicle Industry Association ("RVIA") hereby submits the following Supplement to its Petition for Reconsideration, which was filed with NHTSA on August 26, 2002, of the final rule adopted in the above-referenced notice ("Petition for Reconsideration"). This final rule adopts regulations implementing early warning reporting requirements of the Transportation Recall Enhancement, Accountability, and Documentation ("TREAD") Act. This supplement to our earlier Petition for Reconsideration includes additional information in support of RVIA's request that the threshold number of vehicles produced that qualifies a small volume manufacturer for reduced reporting requirements be set at 5,000 vehicles.

RVIA is a national trade association that represents manufacturers and component part suppliers of recreation vehicles ("RVs"), including motorhomes, travel trailers, fifth wheel trailers, folding camping trailers and truck campers, as well as conversion vehicle manufacturers who upfit vans, pickup trucks and sport utility vehicles ("CVs"). RVIA's members produce over 95% of all RVs (including 99% of all motorhomes) and approximately 90% of all CVs sold in the United States.

In its Petition for Reconsideration, RVIA requested reconsideration of the 500 vehicle production threshold, below which a small volume manufacturer would be subject to reduced reporting requirements under the regulations. RVIA contended, and still contends, that the appropriate threshold should be set at 5,000 vehicles produced, a number that is in harmony with similar NHTSA and other federal regulations. Subsequent to the filing of the Petition for Reconsideration, RVIA has obtained statistical information that further supports RVIA's request for the 5,000 vehicle production number. **Based on calendar year 2002 production figures, if the threshold number was raised from 500 to 5,000, NHTSA would still receive the most comprehensive early warning reports from approximately 60% of the motorhome production and approximately 80% of the recreation vehicle towable production.** These numbers show that even at the higher threshold NHTSA would receive full reports from all of the larger manufacturers and even many of the smaller manufacturers, or "small entities" as defined in the Small Business Administration's Small Business Size Regulations, 13 CFR §121.201 (2000), which are not the focus of the TREAD Act.

For all of the reasons stated herein, as well as those outlined in RVIA's Petition for Reconsideration, RVIA requests that the final rules be amended to define a small volume manufacturer as one producing up to 5,000 vehicles per year, and that the reduced early warning reporting requirements be applied to all such qualifying manufacturers. In the alternative, RVIA requests that the 5,000 vehicle per year figure be explicitly applied to RV and CV manufacturers, and that such qualifying RV and CV manufacturers be subject to the reduced early warning reporting requirements. Such application of reduced requirements is justified by both the unduly burdensome affect these regulations will have on the predominantly small business RV and CV manufacturers and the proven track record of greater safety these vehicles have established vis-à-vis automobiles.

Sincerely,

Bruce A. Hopkins
Vice President, Standards and Education